



Committee: Directly to Council
Committee Review: N/A
Staff: Glenn Orlin, Deputy Director
Purpose: Receive briefing and have discussion – no vote expected
Keywords: #visionzero

AGENDA ITEM #6
November 19, 2019
Discussion

SUBJECT

Update on Vision Zero Program implementation

EXPECTED ATTENDEES

Greg Slater, Administrator, State Highway Administration (SHA)
Wade Holland of CountyStat, County Interim Vision Zero Coordinator
Captain Tom Didone, Traffic Division Director, Department of Police
Chris Conklin, Director, County Department of Transportation (DOT)
Kristy Daphnis, Chair, Pedestrian, Bicycle, and Traffic Safety Advisory Committee

COUNCIL DECISION POINTS & COMMITTEE RECOMMENDATION

N/A

DESCRIPTION/ISSUE

Vision Zero is a wide-ranging program of engineering, education, and enforcement initiatives to significantly reduce and even eliminate fatal and severe injury accidents to pedestrians, bicyclists, and motor vehicle users by 2030.

SUMMARY OF KEY DISCUSSION POINTS

N/A

This report contains:

Staff Report	Pages 1-2
Answers to Councilmember questions	© 1-13
Councilmember Hucker's letter to Chief Jones	© 14-15
Chief Jones's response to Councilmember Hucker	© 16-18
Excerpts from 2017 Vision Zero Action Plan	© 19-32
Status of Action Plan items, March 21, 2019	© 33-38
Status of Action Plan items, November 12, 2019	© 39-46

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AGENDA ITEM #6
November 19, 2019
Update (Revised)

MEMORANDUM

November 18, 2019

TO: County Council
FROM: Glenn Orlin, Deputy Director
SUBJECT: Vision Zero Program
PURPOSE: Update

Vision Zero is a wide-ranging program of engineering, education, and enforcement initiatives to significantly reduce and even eliminate fatal and severe injury accidents to pedestrians, bicyclists, and motor vehicle users by 2030. The Council will hear updates from:

Greg Slater, Administrator, State Highway Administration (SHA)
Wade Holland of CountyStat, County Interim Vision Zero Coordinator
Captain Tom Didone, Traffic Division Director, Department of Police
Chris Conklin, Director, County Department of Transportation (DOT)
Kristy Daphnis, Chair, Pedestrian, Bicycle, and Traffic Safety Advisory Committee

The cumulative time for these updates should take about a half-hour, leaving about an hour for Q&A among Councilmembers and staff. Others anticipated to be on hand for the Q&A session are:

Caroline Sturgis, Assistant Chief Administrative Officer
Michael Paylor, Chief, Division of Traffic Engineering and Operations, DOT
John Hoobler, Division of Traffic Engineering and Operations, DOT
Heidi Coleman, Vice Chair, Pedestrian, Bicycle, and Traffic Safety Advisory Committee

Over the past month Council staff solicited Councilmembers' specific questions and requested written responses from SHA and County Government. The questions and answers from County Government are on ©1-13. Furthermore, Councilmember Hucker wrote regarding the Police Department's enforcement of pedestrian safety laws (©14-15); Chief Jones's response is on ©16-18.

Background. In November 2017 County Executive Leggett released a two-year Action Plan to make progress towards the objective of Vision Zero. The Plan identified 41 discrete actions in the categories of: (1) engineering; (2) enforcement; (3) education and training; (4) traffic incident management; and (5) law, policy, and adequacy. An excerpt describing the 41 actions is on ©19-32.

On March 26, 2019 the Council received an update on these 41 planned actions. The status of each action at that time (see ©33-38) was that:

- 24 of the actions were complete or ongoing
- 10 were somewhat behind schedule (ENG-8, ENF-1, ENF-4, EDU-5, EDU-6, TIM-2, LPA-2, LPA-3, LPA-10, LPA-11)
- 3 were significantly behind schedule (EDU-7, EDU-8, LPA-13)
- 2 had not started (TIM-3, LPA-14)
- 2 had no resources (EDU-4, TIM-4)

The current status of the 41 actions is shown on ©39-46. In summary:

- 30 of the actions are complete, on schedule, or ongoing
- 5 are behind schedule but in progress (ENF-1, EDU-5, EDU-6, TIM-2, LPA-3)
- 4 are behind schedule and not started (ENF-4, EDU-8, LPA-13, LPA-14)
- 2 have no resources (EDU-4, TIM-4)

As the Action Plan points out, there is the need for a full-time Vision Zero Coordinator to oversee implementation of the plan across multiple departments and agencies. Wade Holland of CountyStat has performed admirably as the Interim Coordinator for the last couple of years, but he can only devote a portion of his time to this function. During the spring of 2018 the Council designated \$108,000 in the FY19 budget to hire a full-time Vision Zero Coordinator by the fall of 2018. (The Action Plan had the goal to fill the position by January 31, 2018; see LPA-3, ©30.) However, the Office of Management and Budget froze these funds for the rest of the fiscal year. When the Council was briefed on March 26, Executive staff announced that the function would be filled by a contractor, with the idea that the function would be transformed into a full-time employee about a year later. In June bids for a contractor were received, but none were acceptable. The Executive then approved creation of a full-time County position, and the target now is to fill the position by February 2020 (©44).

November 19 Vision Zero Update to Council – Council Questions

From the full Council:

SHA's response to a letter dated October 21, 2019 regarding safety improvement at the intersection of the Intercounty Connector and Georgia Avenue (MD 97). (This letter is attached.)

[SHA response] MDOT SHA District 3 traffic engineering staff is currently reviewing safety and operations at this location. This review should be complete in January 2020. We are committed to sharing our findings and plans for action with the Council at that time.

From Council President Navarro:

In a letter dated October 16, 2018, the Council asked SHA for a more streamlined process in responding to and implementing pedestrian safety improvements. (This letter is also attached.) Has SHA come up with this more streamlined process and if so, can you walk discuss the changes with us? What resources does MCDOT need to be able to do a faster analysis of improvements that need to be made after a crash involving a pedestrian?

[SHA response] MDOT SHA's new context driven guidelines will allow for expedited review time by standardizing common-sense pedestrian safety treatments in denser areas. Our team is currently focused on internal outreach and education to make sure our planners and designers are equipped with the right tools and treatments for each land use context identified in the guide. As we continue to develop and refine the guide, including input from external stakeholders, we will be refining how these new tools are woven into our project delivery processes on all projects.

[County response] Although MCDOT performs site-specific evaluations for the transportation environment following pedestrian, bicyclist, and traffic fatalities, we look to address trends in data rather than focusing resources on single events. Our post-crash analysis process includes a review of the available police report developed by the Crash Reconstruction Unit at MCPD. We are still in the process of working with the Police on a better information sharing platform. A focus on crash trends and required action in the High Injury Network helps to apply fiscal resources that result in safety improvements with maximum impact.

NHTSA data states that most of these crashes occur between 6pm and 9pm; have there been any efforts to add more lighting in more strategic areas on our roadways? MCDOT is currently working on a street lighting program to replace High Pressure Sodium bulbs with LED's, however, are there any plans from MCDOT or SHA to add additional lighting in high use pedestrian areas?

[SHA Response] MDOT SHA is working towards converting all High-Pressure Sodium bulbs to LED lighting, similar to our partners at MCDOT. MDOT SHA heavily considers lighting conditions in all safety reviews.

[County response] MCDOT is ahead of schedule on its five-year LED Conversion Program. Two additional CIP efforts that add lighting in areas with high pedestrian use encompass central business districts (CBD) and corridor lighting efforts in Montgomery County. The new overhead lighting effort in CBDs has recently worked through portions of Glenmont and Silver Spring, and



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

NANCY NAVARRO
COUNCIL PRESIDENT, DISTRICT 4

**CHAIR, GOVERNMENT OPERATIONS AND
FISCAL POLICY COMMITTEE**

EDUCATION AND CULTURE COMMITTEE

October 21, 2019

Peter K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Secretary Rahn,

On Friday, September 6th, there was a serious collision involving a motorist attempting to turn onto the ICC from Georgia Avenue (MD 97) that left one motorist dead and another seriously injured. My colleagues and I are grateful for your swift response to previous correspondence from my colleagues and I that requested a lower speed limit along the Georgia Avenue corridor. However, it is evident that additional safety measures need to be implemented at this as motorists seek to access the Intercounty Connector. As the State Highway Administration considers Montgomery County's recommendation to use the Intercounty Connector as an alternative to widening Interstate 270, it is crucial that the motorists accessing the roadway at this location be able to do so safely.

I am therefore requesting that the State Highway Administration assess what measures should be implemented to make this intersection safe. As we continue to hold ourselves to the standards of Vision Zero, it is vital that immediate action is taken to reduce the risk of these types of collisions from happening in the future.

Thank you in advance for your attention to this matter and I look forward to our continued partnership to ensure the safety of the residents of Montgomery County.

IA

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Sincerely,



Nancy Navarro
Council President



Sidney Katz
Council Vice President



Andrew Friedson
Councilmember, District 1



Craig Rice
Councilmember, District 2



Tom Hucker
Councilmember, District 5



Will Jawando
Councilmember At-Large



Evan Glass
Councilmember At-Large



Hans Riemer
Councilmember At-Large



Gabe Albornoz
Councilmember At-Large

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MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

October 16, 2018

The Honorable Larry Hogan, Governor
State of Maryland
100 State Circle
Annapolis, Maryland 21401

Peter K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Drive, P.O. Box 548
Hanover, MD 21076

Dear Governor Hogan and Secretary Rahn:

On October 9th a motor vehicle struck four young students approaching a school bus stop on northbound Georgia Avenue (MD 97) in Montgomery County's Aspen Hill neighborhood. As of this writing, one of the students has life-threatening injuries. A police investigation is underway.

We have seen a steady climb in vehicle collisions with pedestrians during the past year. To date in 2018 we have had 11 pedestrians perish along roadways in Montgomery County, compared to 11 all last year and 8 in 2016. Of the 11 who died this year, 9 were along State highways. While we do not have the police report on this incident yet, this section of MD 97 has always been considered hostile to pedestrians and bicyclists. As with similar incidents during the past couple of years on River Road (MD 190) and Veirs Mill Road (MD 586), we want immediate action to make this section of upper Georgia Avenue safe for all.

While we are grateful for the safety improvements at the River Road and Veirs Mill Road accident sites, we think it took much too long to identify the solutions and implement them. We want much more immediate safety relief along upper Georgia Avenue, including, but not limited to, reducing the speed limit: 45 mph is much too high for this suburban area. Furthermore, we expect the State Highway Administration (SHA) to be much more proactive on other State highways to reduce the chance of further severe accidents.

Very soon we will hold a Council session when we expect SHA to present the steps it will take in the short term to address this issue on its highways. We need a much streamlined (i.e., faster) process at SHA to implement pedestrian safety improvements. We all espouse the objectives of Vision Zero; now is the time to see those objectives translate into action.

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Sincerely,



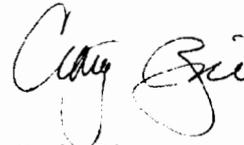
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Roger Berliner
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Craig Rice
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Sidney Katz
District 3



Tom Hucker
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George Leventhal
At-Large



Marc Elrich
At-Large



Nancy Floreen
At-Large

cc: The Honorable Isiah T. Leggett, Montgomery County Executive
The Honorable Nancy King, Montgomery County Senate Delegation Chair
The Honorable Shane Robinson, Montgomery County House Delegation Chair
Gregory Slater, Administrator, State Highway Administration
Andre Futrell, District 3 Engineer, State Highway Administration

(1D)

is currently in Bethesda (examples include Norfolk & Fairmont, St. Elmo & Old Georgetown intersections) until 2024, at which time the program will move to a new portion of Silver Spring. The Countywide CIP filters resident requests based on high use pedestrian areas, schools, bus stops, crime, and other pedestrian generators. MCDOT's corridor lighting program recently completed the installation of 103 lights along Montgomery Village Avenue, with a plan to move to the Georgia Avenue corridor next, as we obtain the necessary permits from Maryland Department of Transportation State Highway Administration (MDOT SHA). We have also begun to add more lighting in strategic areas along bikepaths, including the hiker biker trail by NIH. MCDOT uses other CIPs to supplement the lighting CIPs since they expend their budget every year: for example, the Pedestrian Safety CIP recently put money towards lighting for a crosswalk across Seven Locks Road at Scotland Drive.

From Councilmember Friedson:

HAWKs (solid red-light signal phase) vs. RRFBs (flashing yellow) for crosswalks: We understand SHA's Office of Traffic and Safety (OOTs) has a draft "Pedestrian Safety Treatments Best Practices Guidelines" document that endorses HAWKs that include a solid red-light signal phase, which we believe is key. What is holding up the acceptance of HAWKs?

[SHA Response] MDOT SHA considers HAWK installations as a valuable tool to addressing pedestrian safety along our roadways. While the installation of HAWKs is carefully considered case-by case, we are moving forward with HAWK installations or pedestrian-activated signals at several locations in Montgomery County. We will address several of these installations in more detail as part of our remarks and presentation on November 19th.

The SHA Administrator has committed to context-sensitive urban road design guidelines that would put more emphasis on engineering for pedestrian safety. What is the status of those guidelines?

[SHA Response] The draft of our Context Driven Guide to Access and Mobility for All Users will be available in hard copy and presented on November 19th. Our team is developing a website for public release in Winter 2019-2020.

From Councilmember Glass:

In what ways is SHA willing to partner with Montgomery County to implement Vision Zero?

[SHA Response] MDOT SHA considers our partnership with Montgomery County, which includes shared funding opportunities, maintenance of traffic in work zones, collaborations on pedestrian road safety audits (PRSAs) and other safety evaluations, as critical to achieving our shared Vision Zero goals. We recently completed a joint pedestrian safety walk along the MD 193 corridor, and have similar walks planned for the MD 187 and MD 586 corridors. These coordination efforts involve staff from our District 3 office, Office of Planning and Preliminary Engineering (OPPE), Office of Traffic and Safety (OOTs), and support from the Maryland Highway Safety Office (MHSO).

Is SHA willing to consider lane repurposing—where feasible—to implement traffic calming measures or transit infrastructure (BRT) on state-maintained roads?

[SHA Response] MDOT SHA currently considers lane re-purposing, where feasible, to promote safety for all users of our system. MDOT SHA recently completed lane-width reductions on several corridors in Montgomery County and will be evaluating other similar corridor improvements for near-term implementation, along with speed limit reductions. These corridors will be discussed in our November 19th presentation.

On corridors such as Veirs Mill Road (MD 586), where there have been 6 deaths since 2015, what improvements is SHA considering to make the roadway safer for all users?

[SHA Response] As part of our active pedestrian safety enhancement efforts, MDOT SHA continues to pursue all opportunities to reduce corridor speeds and narrow lane widths where possible to increase pedestrian and bicyclist safety along state roadways. MDOT SHA is also moving forward with projects to implement high visibility crosswalks at all locations within the Central Business District (CBD) areas and designated urban sectors in Montgomery County.

MDOT SHA is aligning our current efforts with the Veirs Mill Corridor Master Plan to guide where, when, and how we address pedestrian safety concerns along the corridor. MDOT SHA recently lowered the speed limits to 35 mph along Veirs Mill between Galt Avenue and MD 185, and to 25 mph within the Wheaton CBD. The lowered speed limits and high visibility crosswalks were put in place this past spring.

MDOT SHA is currently moving forward with several additional projects to enhance the safety of pedestrians crossing along MD 586. A traffic signal project at the MD 586 at Norris Drive location is currently in the design phase and a HAWK beacon at the MD 586 and Andrews Street crossing location will be moving forward to design phase soon. We recently studied the feasibility of sidewalks along MD 586 from MD 185 to Newport Mill Road and will be exploring options to move sidewalk construction along the west side of MD 586 forward.

[County response] MCDOT has worked cooperatively with MDOT SHA regarding this corridor and they are considering the following improvements:

1. Installing sidewalk from Glorus Place to School House Cir/Service Road (eliminating gaps in continuous sections of sidewalks from MD 185 to Wheaton CBD)
2. Matthew Henson & MD 586 signal
3. Norris Drive & MD 586 signal
4. Andrew Street & MD 586 signal
5. Speed limit reduction

The Randolph/Veirs Mill Bicycle Pedestrian Priority Area (BiPPA) funding begins in 2021 for design and the first priority is a shared use path from Havard to Matthew Henson Trail, followed by a sidewalk connection from Matthew Henson Trail to Gridley Road.

Of the 20 priority high incident corridors listed in the Vision Zero action plan, 10 are on County roads. What actions has the County Executive considered to taking to make these roads safer?

[County response] The VZ 2020 One-Year Action Plan will include direction to estimate the funding needed for the projects identified along the High Injury Network. Additionally, the

action plan encourages implementing immediate and less complicated solutions identified, which include installing traffic signal back plates and making signal phase changes that enhance pedestrian safety. MCDOT has already completed some of this work along some of the corridors, including the signal backer plates along the Darnestown corridor and short and intermediate term Pedestrian Road Safety Audit items along the Middlebrook corridor. In identifying High Injury Network projects, we were also able to screen out certain issues such as crashes specifically related to large-scale ongoing construction work for Sam Eig Highway and Snouffer School Road.

How many of the 42 Vision Zero action items has the County successfully implemented? (CountyStat note: there are 41 action items in the Two-Year Action Plan).

[County response] Of the 41 action items in the 2018-2019 Vision Zero Two-Year Action Plan, 30 are completed or part of an on-going activity, 5 are behind schedule but work is on-going, 4 are behind schedule with no activity, and 2 were unfunded for FY19 and FY20. Note that each action item is not weighted the same in terms of impact and cost. Items in the engineering category, which are all complete, have a much stronger connection to crash reduction compared to items such as Education 6: Cross Departmental Team Building.

Work on the long-term Vision Zero strategy will begin when the Vision Zero coordinator position is filled. To bridge the gap between the Two-Year and Long-Term Plan, the Executive will be releasing a one-year action plan for 2020 to continue progress made during the Two-Year plan.

Status of Vision Zero Action Items as of November 12, 2019

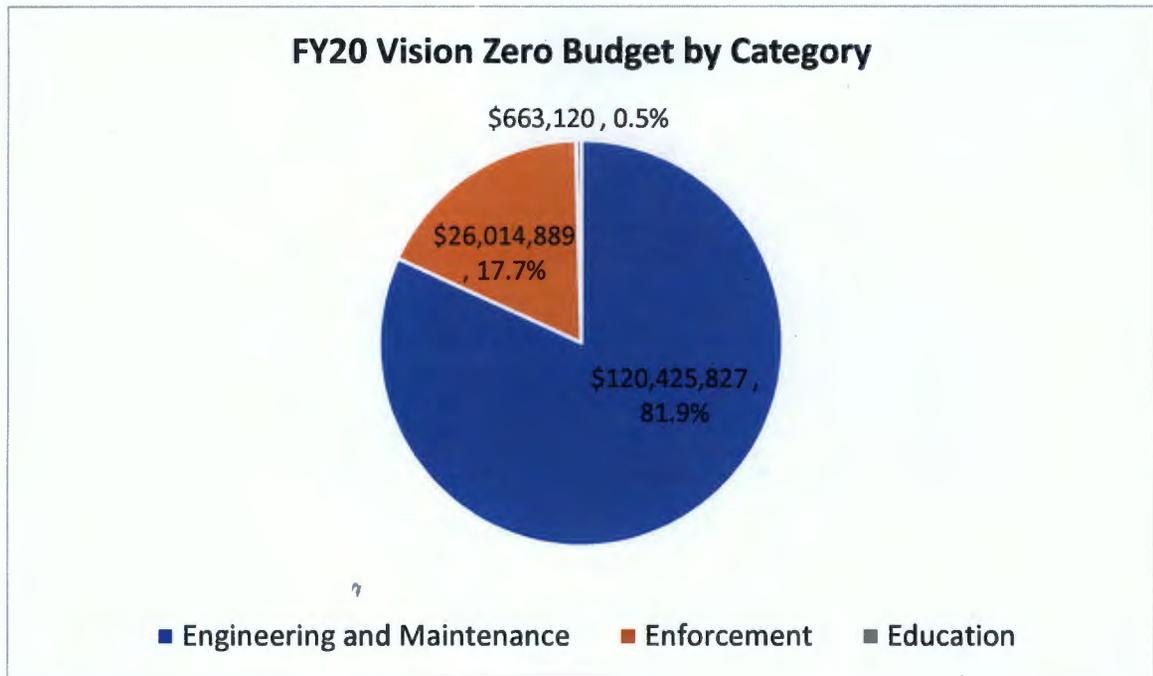
Vision Zero Key Action Area	Complete / On-Schedule	Behind Schedule, work on-going	No Resources	Behind Schedule, Not Started
Engineering	9	0	0	0
Enforcement	3	1	0	1
Education and Training	5	2	1	1
Traffic Incident Management	2	1	1	0
Law, Policy & Advocacy	11	1	0	2
Grand Total	30	5	2	4

What is the total State budget for Vision Zero items? How has the funding level changed in recent years?

[SHA Response] MDOT SHA does not maintain a specific line item for Vision Zero. Safety for all users is a top priority for all MDOT SHA projects. Our teams look for opportunities to incorporate safety enhancements through all project types and funding categories spanning major projects and system preservation.

What is the total County budget for Vision Zero items? How has the funding level changed in recent years?

[County response] For FY20, the County has \$147,108,758 dedicated across the Operating and Capital budgets for safety-related activities. Of the total budget, 39% (\$56,807,758) is encumbered for level-of-effort projects and activities to maintain the operation of the current transportation network and pedestrian bicycle facilities. For non-maintenance projects, the majority is tied to a specific project rather than county-wide use. For example, of the \$62,347,000 for FY20 pedestrian/bicycle facilities projects, 79% is for a specific project with the remainder (\$12.9M) available for community requests, school/bus stop improvements, proactive changes, and implementing segments from the Bicycle Master Plan and BiPPA recommendations. Below is a further breakdown of the Vision Zero budget and changes over time:



Pedestrian/Bicycle facilities budget by fiscal year:

Pedestrian/Bicycle facilities is a Transportation subcategory in the County’s capital improvements program (CIP) budget. From FY16 to FY20, the budget has increased 52% (42% adjusting for inflation). The number of projects has increased from 24 to 32 projects during that time.

	FY16 Approved	FY19 Approved	FY20 Approved
Pedestrian/Bicycle Facilities Budget	\$40,946,000	\$55,403,000	\$62,347,000

Comparison of Countywide Safety Projects from FY16 to FY20 Approved Budgets

The annual budgets for countywide safety projects increased 61% (50% adjusting for inflation) between FY16 to FY20 with the majority of the increase in bicycle related projects.

Countywide Safety Projects	FY16 Approved	FY19 Approved	FY20 Approved
ADA Compliance: Transportation	\$1,495,000	\$1,000,000	\$1,000,000
Bicycle-Pedestrian Priority Area Improvements	\$1,000,000	\$2,600,000	\$3,689,310
Bikeway Program Minor Projects	\$500,000	\$2,105,000	\$1,730,000
Bus Stop Improvements	\$651,000	\$1,070,000	\$523,000
Neighborhood Traffic Calming	\$310,000	\$310,000	\$310,000
Pedestrian Safety Program	\$1,500,000	\$2,000,000	\$2,600,000
Sidewalk Program Minor Projects	\$2,366,000	\$2,414,000	\$2,662,000
Park Trails Vision Zero Transportation Improvements for Schools	\$0	\$200,000	\$200,000
	\$200,000	\$209,000	\$209,000
TOTAL:	\$8,022,000	\$11,908,000	\$12,923,310

From Councilmember Riemer:

What is the status on filling the Vision Zero Coordinator position that the Council budgeted nearly a year-and-a-half ago? Is it still vacant?

[County response] CountyStat currently provides interim support for Vision Zero coordination. The Request for Proposal (RFP) for a Vision Zero coordinator via a contractor was released by Procurement on May 16 with a deadline for responses of June 14. Bids received did not score high enough to move forward with a contract. County Executive has approved moving forward with a full-time, merit position for the coordinator. The position will be advertised starting the week of November 11th with a target of hiring in January (February a possibility if the advertising has to be extended to get more applications).

What is the status of implementation of the Vision Zero elements in the Veirs Mill Corridor Master Plan?

[County response] After the Veirs Mill Corridors Master Plan was approved by the County Council, MCDOT met with MNCPPC to review and identify priority recommendations from the plan. MCDOT then met with both MDOT SHA and MNCPPC to review the priority recommendations and determine a plan for implementation. One of the action items from the VZ 2020 One-Year Action Plan is to begin construction (by December 2020) on short-term, priority improvements. These improvements include reducing the speed limit, eliminating gaps in continuous sections of sidewalk, and installing new signals/beacons that facilitate safe

pedestrian crossings (Norris Drive and Andrew Street). Additionally, MCDOT has incorporated recommendations from the plan into the Veirs Mill Bus Rapid Transit preliminary design scope.

What is the timing for the completion of the Wheaton bike loop?

[County response] Amherst Bikeway is under design, with design completion scheduled for the end of 2020 and construction to follow. Grandview Bikeway is the next project on the list, but it is not funded. Wheaton BiPPA funds are being used for improvements including the signal at Price & MD 97 and the pedestrian beacon at MD 586 & MD 97 (currently a free right turn).

What progress has been made on the Purple Line BiPPA subprojects?

[County response] The Purple Line is anticipated to open April 2023. MCDOT completed a comprehensive sidewalk inventory survey in this area in 2019 and identified gaps in continuous sections of sidewalk. We are currently in design for the gap on 16th Street from Lyttonsville Road to the Purple Line limits (8600 16th Street). This design is being funded with General BiPPA money since the Purple Line BiPPA does not have funding until FY22.

What progress has been made on the Bethesda CBD bike loop?

[County response]

Design Status (all funded)

- CCT Surface Trail / Bethesda Ave / Willow Lane All Phases (Phase 1 Woodmont to 47th Street and Phase 2 47th Street) – Scheduled Final Design Completion Fall 2019
- Woodmont All Phases (Norfolk to Bethesda Ave to MD 355 south) – Scheduled Final Design Completion Fall 2019
- Montgomery All Phases (Woodmont to Pearl Street) – Scheduled Final Design Completion Fall 2019
- Norfolk Cheltenham – Concept designs ongoing

Construction Status (all funded)

- CCT Phase I (Phase 1 = Bethesda Ave/Willow Lane from Woodmont to 47th Street) Scheduled Notice to Proceed (NTP) for Construction Spring 2020 (plan to construct with Woodmont Phase 1) – Coordinating with development construction along Bethesda Ave
- Woodmont Phase I (Phase 1 = Woodmont Ave from Montgomery to Bethesda Ave to Miller Ave) Scheduled NTP Construction Spring 2020 (plan to construct with CCT Phase 1)
- Montgomery (Woodmont to Pearl) Scheduled NTP being coordinated with 7359 Wisconsin (Old Police Station) developer schedule. Developer is currently constructing the bikeway along their frontage from MD 355 to Waverly with anticipated completion 2021. Pursuing options to construct Montgomery from Woodmont to MD 355 prior to the 7359 Wisconsin Project frontage completion as soon as Fall 2020)
- Woodmont Phase II (Phase 2 = Woodmont from Montgomery to Norfolk) NTP being coordinated with Marriott schedule – scheduled moving to Bikeway construction once Marriott is done street and utility work which is approximately 12 months prior to their building occupancy (current estimate is Summer 2021)
- CCT Phase II (Phase 2 = 47th Street – Willow to new CCT) – Open prior to Purple Line

- Norfolk Cheltenham – after above higher stress route completion / after Marriott construction completion.

What progress has been made on the Fenton Street separated bike lanes project in the Silver Spring CBD?

[County response] MCDOT's original study focused on pedestrian and bike safety issues, but the alternatives had significant impacts to utilities, trees, parking, sidewalk width, and costs. MCDOT initiated a new study to find additional alternatives that minimize those impacts. Public outreach on the new study will begin in January 2020.

What requests to lower speed limits have MCDOT and SHA received? Which were accepted and which not?

[SHA Response] MDOT SHA is currently reviewing a request from the City of Takoma Park to reduce speed limits to 25 mph along MD 410 (Philadelphia Avenue). MDOT SHA has recently lowered the speed limits along several corridors in Montgomery County, including MD 97 (Georgia Avenue) and MD 586 (Veirs Mill Road) in Wheaton, MD 191 (Bradley Boulevard) and MD 188 (Wilson Lane) in Bethesda, and MD 198 (Spencerville Road) in Burtonsville.

[County response] MCDOT has received several requests to lower speed limits along residential roads outside the urban district with posted speed limits of 25 mph. Currently, 25 mph is the lowest permissible State law speed limit. House Bill 203, which proposed that based on an engineering and traffic investigation, a local authority could decrease the speed limit outside an urban district to not less than 15 mph, with later revision to 20 mph, (Maximum Speed Limits Outside Urban Districts, MC 24-19) passed the House but did not pass the Senate.

Were MCDOT to receive requests to reduce posted speed limits within urban districts, an evaluation of the vehicle speeds and the number of crashes occurring on the roadway would be conducted and, if appropriate, reduced speed limits would be posted. It must be noted that these residential roadways are not recording serious and fatal pedestrian, bicycle and motor vehicle crashes, which would be important criteria to determine the need/benefit for speed limit reductions. These speed limit reductions would be coordinated with law enforcement.

As part of the Middlebrook Pedestrian Road Safety Audit, MCDOT studied and lowered the speed limit along Middlebrook Road from Father Hurley Boulevard to Great Seneca Highway (MD 119).

What progress has been made to reduce accidents Old Georgetown Road (MD 187)?

[SHA Response] As part of our active pedestrian safety enhancement efforts, MDOT SHA continues to pursue all opportunities to reduce corridor speeds and narrow lane widths when possible to increase pedestrian and bicyclist safety along state roadways. MDOT SHA reduced the MD 187 speed limit to 35 mph from Johnson Avenue to the Capital Beltway in Spring 2018.

Our MDOT SHA District Three office is currently evaluating additional near term and longer-term safety enhancement measures along MD 187 (Old Georgetown Road) between the Beltway and NIH in partnership and collaboration with our Office of Planning and Preliminary Engineering (OPPE) and Office of Traffic and Safety (OOTs). A community walk is being scheduled for early December 2019 to gather input and information from all stakeholders.

[County response] MCDOT eliminated trip hazards on 3 miles of sidewalk along MD 187 between Democracy & Cedar.

What are SHA's and MCDOT's top road diet candidates?

[SHA Response] MDOT SHA currently evaluates the feasibility of implementing road diets along our state roadways on a case by case basis. However, we are pursuing speed limit reductions, installation of high-visibility crosswalks, and potential lane width reductions along several corridors in Montgomery County. These corridors will be discussed in our November 19th presentation.

[County response] MCDOT did a preliminary study on Middlebrook for a road diet and the traffic impacts were substantial; we are looking to do a more in-depth study to more precisely examine feasibility and alternatives. MCDOT is currently conducting a road diet study for Old Columbia Pike from Sandy Spring Road to Dustin Road in Burtonsville. MCDOT also met with MNCPPC to evaluate a road diet for Crabbs Branch Way, which is both part of the High Injury Network and part of the Shady Grove Minor Master Plan Amendment. MCDOT implemented a road diet along Executive Boulevard as part of our bikeway project.

What statistics have been collected on mid-block crossing incidents?

[SHA Response] Our Office of Traffic and Safety (OOTS) analyzed pedestrian fatality data between 2016-2018 in the state of Maryland. The following key findings were identified:

- 79 percent of pedestrian fatal crashes occurred at locations where there was no crosswalk
- 47 percent of pedestrian fatal crashes occurred at locations where the nearest crosswalk was more than 100 feet away

OOTS will be doing a longer term, more in-depth inventory of midblock pedestrian facilities and a comprehensive analysis of crash data at these locations.

[County response] In crash reports, officers record whether the crash occurred at an intersection, near the intersection (intersection related), outside the right-of-way (typically parking lots), or outside the intersection. Since there is not an explicit mid-block category, a proxy is the number of crashes outside the intersection. Below is a breakdown of pedestrian-involved collisions occurring outside the intersection from 2015 to 2018. In those 3-years, 23% or pedestrian-involved crashes occurred outside the intersection.

Ped-Involved Crashes by Junction	2015	2016	2017	2018	Total
Outside Intersection	108	79	80	63	330
Intersection / Intersection Related	205	199	242	197	843
Other roadway junction	53	72	65	76	266
Total	366	350	387	336	1,439

NOTE: Excludes reports of pedestrian-involved crashes occurring outside the right-of-way (i.e. parking lot crashes)

What is the status of the creation of Complete Streets guidelines?

[County response] The Complete Streets Guidelines are entering the final internal draft process, scheduled to end December 2019. Additional public review will begin in February 2020.

From Councilmember Hucker:

SHA recently narrowed travel lanes on MD 97 in Wheaton to 10' inner lanes with 12' curb lanes. Why doesn't SHA narrow all lanes on multi-lane arterials to 10' from the median to provide a buffer zone at the curb for pedestrians on sidewalks directly adjacent to the travel lanes? Many SHA-maintained arterials in Montgomery County are six lane roads with 34' carriageways on either side of a 16' raised median, with narrow sidewalks along the curbs. Narrowing the travel lanes to 10' would provide a 4' buffer along these sidewalks, with the extra space providing more flexibility for buses and wider vehicles in the right lane.

[SHA Response] As part of our active pedestrian safety enhancement efforts, MDOT SHA continues to pursue all opportunities to reduce corridor speeds and narrow lane widths when possible to increase pedestrian and bicyclist safety along state roadways.

In addition to MD 97, MDOT SHA recently completed a construction project installing higher-visibility continental crosswalks along MD 410 in Chevy Chase and reduced the lane-widths along MD 410 from MD 185 (Connecticut Avenue) to East of Montgomery Lane to 10-foot travel lanes to promote lower speeds, shorter crossing distances for pedestrians at crosswalk locations, and enhanced bicyclist safety.

The County's Vision Zero plan calls for more unmarked vehicles to be purchased by the police to increase the effectiveness of enforcement. Many drivers change their behavior around marked police cars making it difficult for the police to enforce activities like distracted driving. Have MCPD and the Office of Procurement made plans to purchase more unmarked cars, perhaps in lieu of marked cars if the budget does not allow for a net gain of vehicles?

[County response] Issuance of unmarked vehicles is a subject of bargaining and must be negotiated with Union prior to implementation.

Neither MCDOT or SHA presently allow speed radar feedback signs, also known as speed radar signs, to be installed at fixed points along roadways long-term. The City of Rockville has used such signs for several years at fixed points and has found that the signs remain effective over time at slowing drivers, even when such signs are not accompanied by a nearby speed camera. Will MCDOT and SHA adopt speed radar feedback signs in areas where speeding complaints have been received from constituents?

[SHA Response] MDOT SHA has used speed radar signs in the past. Our findings suggest that these devices are effective in the short run, but over the longer-term motorists tend to ignore them. This effect is more pronounced in multilane roadways. However, we agree that they are a good device for short-term use and are therefore working on procuring a statewide contract that would allow our Districts to request these devices for a short-term. These devices have historically been subject to collision and a statewide contract would allow us to get the benefit of these devices without incurring the associated maintenance costs.

[County response] Yes. MCDOT routinely uses portable speed trailers and pole/post mounted speed display devices to inform drivers of their travel speeds and contribute to calming traffic. On neighborhood streets, long-term feedback signs have not shown to be effective after the novelty effect wears off, so we typically move them throughout neighborhoods for periods of time to effectively slow drivers. Re: non-neighborhood streets, we recently installed them on Montrose Parkway and are looking to install them for the Sam Eig transition zone between I-270 and the Crown Farm Development as well (a High Injury Network location) to effectively slow drivers.

Pedestrian hybrid beacons, also known as HAWK beacons, were legalized in Maryland two years ago. Since then, implementation of such beacons has been slow at crossings where such beacons are warranted per MUTCD guidelines. A notable example is the pedestrian crossing at MD 97 & Fenwick Ln in Silver Spring, which was found to meet MUTCD warrants for a hybrid beacon by an SHA study. However, the SHA instead plans to install a flashing beacon only at this location rather than a hybrid beacon (the only type that includes a red phase). Will SHA and DOT agree to install hybrid beacons when warranted, or does throughput take priority over crossing safety?

[SHA Response] MDOT SHA considers HAWK installations as a valuable tool to addressing pedestrian safety along our roadways. While the installation of HAWKS is carefully considered case-by case, we are moving forward with HAWK installations or pedestrian-activated signals at several locations in Montgomery County. We will address several of these installations in more detail as part of our remarks and presentation on November 19th.

[County response] MCDOT is installing HAWKS at crossings throughout the County, including a recent installation of a HAWK beacon along Aspen Hill Road, adjacent to the Aspen Hill Shopping Center and Northgate Plaza Shopping Mall, and another on Muddy Branch Road in Gaithersburg. Additional HAWKS are planned for Democracy Boulevard, Tuckerman Lane, Willard Ave, Summit Avenue, and Bel Pre Road, where HAWKS will replace the existing Rectangular Rapid Flashing Beacons (RRFBs). At the time of their installation, the RRFBs along Bel Pre were the accepted and permitted pedestrian beacon, even for multilane crossings. With the legalization of HAWK

beacons, MCDOT has plans to upgrade County pedestrian signals that do not have a red indication and pose a multiple-threat scenario from their existing beacons to HAWKs. There are challenges with installing HAWK beacons: pedestrians sometimes expect immediate signal response from a HAWK, which is the case for some other pedestrian beacons; there can also be confusion from drivers and pedestrians when HAWKs are installed at intersections; and there can be queue storage issues between HAWKs and other controlled locations. MCDOT is considering these as they install HAWKs throughout the County.

MCDOT recently commissioned a study to collect international data on the use of pedestrian signals and beacons, with the intent of developing comprehensive guidelines on where and how to most effectively use pedestrian signals/beacons. The guidelines will be based on crash data and compliance data for all roadway types.

The county police patrol divisions report that they often have just one speed laser (radar gun) per shift. These are important tools that allow the police to enforce speeding violations. Are efforts being made to purchase more speed lasers so that patrol officers can do speeding enforcement?

[County response] MCPD has ordered additional speed lasers for use by officers and purchased inventory control boxes so that new units are readily available to all officers to maximize utilization of LiDAR units. MCPD is piloting these boxes at two district stations and if successful all district stations will be outfitted with these inventory boxes and additional LiDAR units.

The SHA has told us that they do not mark crosswalks on busy multi-lane arterials absent a new traffic signal, believing that marking such crossings would create a false sense of security for pedestrians and result in more collisions. However, the SHA has recently installed two new marked crosswalks on multi-lane portions of U.S. 29 and MD 193 without an accompanying signal or beacon. One crossing is at US 29 & N Noyes Dr (installed October 2019) and the other is at MD 193 & Langley Drive (installed June 2018). We appreciate having these crosswalks and want them to remain in place. However, if these crossings can be newly marked despite not having signals, why can't all other such crossings on arterial roads be marked?

[SHA Response] Crosswalks are installed based upon the conditions prevalent at each location. MDOT SHA previously developed our MDOT SHA Pedestrian Safety Treatments Best Practices Guidelines to guide the location and design of marked crosswalks. Our Context Driven Guide will provide additional guidance to planners and designers on how these Pedestrian Safety Treatment Best Practices should be incorporated in each of our Context Zones.

Have SHA funds for spot safety improvements been impacted by the Governor's cuts to tolls? Does SHA have less funding in their safety funds for things like intersection improvements than they did five years ago?

[SHA Response] Toll revenues do not impact MDOT SHA's budget. Our FY 2015 safety intersection improvement budget exceeds our budget level in FY 2015.

Neither SHA or MCDOT actively maintain sidewalks on state roads. DOT only performs maintenance on sidewalks on state roads by request. The sidewalks along state roads are among the dangerous in

the county due to proximity to high speed traffic. Why is there no proactive maintenance for these high-risk sidewalks? These sidewalks should receive the most attention, not the least.

[SHA Response] Montgomery County has a sidewalk ordinance that passes maintenance responsibilities to adjacent property owners once construction activities have been completed. Safety studies for corridors take place independent of maintenance responsibilities. MDOT SHA also proactively updates the sidewalks for ADA compliance as part of our project delivery process for all projects.

[County response] MCDOT performs the same level of sidewalk maintenance along State roads as County roads; however, reconstruction of sidewalks along State roads is a State responsibility. MCDOT completed a Countywide Sidewalk Inventory in 2019 and is using it to prioritize needs for additional sidewalk maintenance and/or construction, including the elimination of pedestrian tripping hazards.

Will SHA and MCDOT support legislation to keep sidewalks free of obstructions like trash cans and temporary signage that led to the death of Jake Cassel this past summer? Does SHA instruct contractors not to place temporary work zone signs on sidewalks? Does SHA treat sidewalk obstructions with the same urgency as they would treat a travel lane obstruction?

[SHA Response] Contractors are directed to not place signs on sidewalks. If their work is restricting pedestrian access to sidewalks, alternative access points and signage are required.

[County response] We are supportive of legislation to keep sidewalks free of obstructions. We are also working on a campaign to let residents know about proper placement of trash and recycling receptacles and scooters.



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

TOM HUCKER
COUNCILMEMBER

PUBLIC SAFETY COMMITTEE
CHAIR, TRANSPORTATION & ENVIRONMENT COMMITTEE

October 8, 2019

Acting Chief Marcus Jones
Montgomery County Public Safety Headquarters
100 Edison Park Drive
Gaithersburg, MD 20878

Dear Chief Jones:

As you know, there is widespread and well-justified concern about the number of pedestrian-vehicle crashes in Montgomery County. For years, I have believed that our enforcement is not nearly vigorous enough, and I am eager to work with you in your new role to reduce the number of such crashes and to improve public confidence in the MCPD's enforcement of our traffic and pedestrian safety laws.

As a starting place, I'd be grateful if you could please share with me the number of officer-hours that were dedicated to enforcement of pedestrian safety laws in 2018 and 2019, the number of \$500 tickets that have been issued for violations of the Maryland Vehicle Law in 2018 and 2019 regarding crosswalks, and your plans to aggressively enforce the new law during the remainder of 2019 and 2020.

Senate Bill 460, the Pedestrian Safety Fund Act of 2019, passed the Maryland General Assembly last spring by overwhelming margins thanks to the leadership of Montgomery County's Sen. Jeff Waldstreicher and Del. Vaughn Stewart. It was approved by the Governor as Chapter 519, and goes into effect today, October 1.

As you are probably aware, the new law increases from \$500 to \$1000 the maximum fine that may be imposed for a violation of the Maryland Vehicle Law regarding crosswalks, and it establishes a Pedestrian Safety Fund to enhance the safety and quality of pedestrian and bicycle transportation, by funding educational programming for bicyclists, motorists, and pedestrians,

increased enforcement of existing rules of the road, and design changes to make roads safer for vulnerable users.

This new law is an important tool in our joint efforts to achieve our Vision Zero goal. While we cannot require the Maryland State Highway Administration to re-engineer intersections along state highways, which are too often the locations of our pedestrian fatalities and serious collisions, we can use this new law to aggressively enforce traffic laws and to change driver behavior. And I am eager to work with you and our state lawmakers to maximize the funds forwarded from the new Pedestrian Safety Fund to Montgomery County for pedestrian safety improvements.

I believe your new role as Chief of Police and the enactment of this new law represents a great opportunity for Montgomery County to enter a new era of vigorous enforcement of pedestrian and traffic safety laws. I look forward to our continued partnership on this issue of great importance to our communities. I look forward to hearing your views on this opportunity.

Thanks for your attention.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Hucker", written in a cursive style.

Tom Hucker



DEPARTMENT OF POLICE

Marc Elrich
County Executive

Marcus G. Jones
Chief of Police

November 15, 2019

Tom Hucker
Council Member
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Dear Councilmember Hucker,

Thank you for your October 8, 2019 letter regarding your concerns about pedestrian-vehicle related crashes, and your perception that our agency is not conducting enough vigorous enforcement. As Chief of Police, I understand that the Police Department has an important role in Pedestrian Safety, while at the same time maintaining a positive relationship with the citizens of Montgomery County. I also embrace the opportunity to work with you and our other partners in the County's "Vision Zero Initiative."

Traffic safety has been a priority for this agency for as long as I can remember. Pedestrian-Safety has been a focus of emphasis since 2010, when Captain Thomas Didone became the Director of the Traffic Division. Over the past several years, our Traffic Division has worked collaboratively with the Department of Transportation (DOT) and other County agencies in administering the 3 E's of Traffic Safety (Engineering, Enforcement and Education) with the goal of reducing serious pedestrian-related crashes.

I concur with the "Vision Zero" philosophy that fatal and severe injury traffic collisions are preventable I also agree that the only acceptable number of traffic-deaths in Montgomery County is zero and that should be the ultimate goal of our efforts. I also agree with you that the number of pedestrian-related collisions on our roadways are too high; we can do better. However, I respectfully disagree that our enforcement efforts are not vigorous enough. I also firmly believe that it will take more than enforcement alone to prevent these collisions from occurring.

Montgomery County has been recognized as a leader for pedestrian safety throughout the State, and in the Council of Governments (COG) region. Officers and DOT personnel frequently present for the State and COG on Pedestrian Safety. We have been innovators in developing new

OFFICE OF THE CHIEF

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montgomerycountymd.gov/311

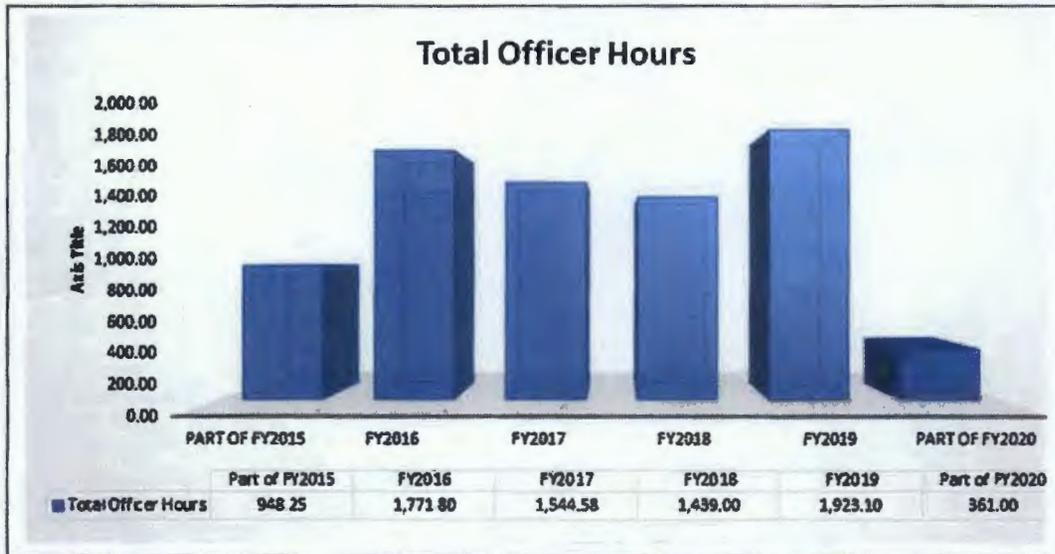


301-251-4850 TTY

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and creative enforcement strategies. Several years ago, our agency began utilizing Crosswalk Compliance “sting” operations in which plain clothes officers would attempt to cross a roadway in the crosswalk and drivers, who failed to stop for them, would be stopped by officers (staged down the road) and issued a citation. The initiative was highlighted by the news media, and although unpopular with offending drivers, it was well-received by the community. Subsequently, the State and COG have asked our Department to train other agencies on how to conduct these operations. Additionally, our officers have worked with the National Highway Traffic Safety Administration (NHTSA) to develop a course of instruction which was presented in other states.

Over the past four full fiscal years (FY16-19), our officers have performed an average of 283 Pedestrian Safety High Visibility Enforcement details. High Visibility Enforcement (HVE)



details involve two or more officers. Studies have shown that HVE is one of the most effective types of enforcement. In these 283 Pedestrian Safety HVE details, we have averaged over 1,600 workhours of enforcement.

I spoke to Captain Didone and asked him to identify the data that you requested. In 2018, Montgomery County officers issued approximately 1,856 charges (citations and warnings) to both drivers and pedestrians for pedestrian-related offenses. As of October 2019, MCP officers issued 1,505 charges for pedestrian-related offenses.

In your letter, you specifically mentioned the laws enhanced by the Pedestrian Safety Fund Act of 2019. In speaking to Captain Didone, he advises that this legislation enhances the maximum possible fine for primarily two sections of the law: Transportation Article 21-502a2, (Driver failure to stop for a pedestrian when in crosswalk) and for 21-502c, (Driver passing a vehicle stopped for a pedestrian at a crosswalk). He further advises that the Chief Judge for the District Court did not raise the preset fine for these violations. As such, unless the citation was the result of a traffic crash, which makes it a must appear offense, the violator of these offenses

can pay a pre-set \$80.00 fine. In those instances where the offender appears in court, even if found guilty, it is extremely rare for an offender to be required to pay the maximum fine.

Our data tracking systems cannot accurately identify which violations involved a traffic collision, so that exact number is not known. In 2018, there were 709 violators were issued charges for the violations that you referenced. In 2019, approximately 478 violators so far have been charged.

Although I feel that the Department is being proactive in our Pedestrian Safety Initiatives, I fully admit that we can do better. In my confirmation hearing, I made mention that my Department has begun a Central Traffic Initiative in which a team of 12 traffic officers have been assigned to the Traffic Division. The primary focus of these officers is to conduct HVE during the morning and evening rush hours and to conduct Pedestrian Safety HVE during the mid-day. Last month, the Central Traffic Squad, alone, conducted 20 enforcement details during the morning rush hour. 21 enforcement details during the evening rush hour and 19 Pedestrian Safety HVE details throughout the County. These enforcement efforts resulted in 724 traffic stops/contacts, 950 traffic charges and 52 State Equipment Repair Orders.

In summary, Traffic and Pedestrian Safety are a priority for my agency. We have been recognized for our leadership in this field and I believe that our enforcement efforts and workhours exceed other agencies like ours. Our new Central Traffic Pilot Initiative is helping us to improve our efforts in traffic safety. We will continue to work collaborate with the other County agencies in the "Vision Zero" campaign because focusing on all three E's of traffic safety is the blueprint for success in reducing traffic collisions. Although I am proud of our efforts thus far, I agree that we must do better. I appreciate your passion for both public and traffic safety and I look forward to working with you and your continued support.

If you have any questions or need additional information, feel free to contact me at (240) 773-5000.

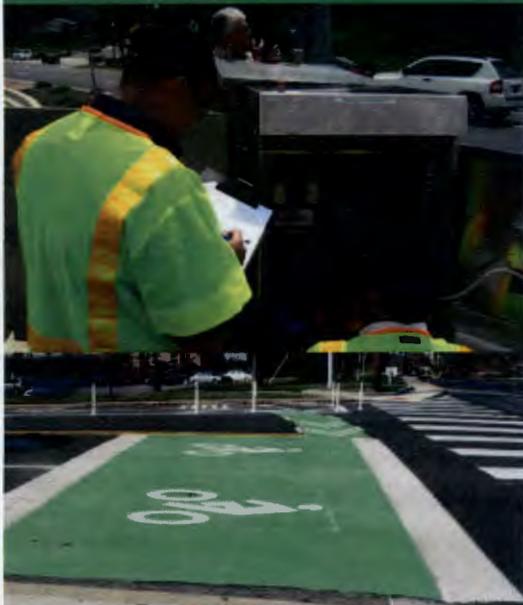
Sincerely,



Marcus G. Jones
Chief of Police



LEAD:
 Department of Transportation
Key Outcome:
 Reduction in severe and fatal collisions in the High Injury Network (HIN)



ENGINEERING

Vision Zero requires an evidence-based, safe systems approach for all of the County’s transportation infrastructure. The safe systems approach prioritizes safety above all else and designs such that roadway users’ mistakes do not result in severe injuries or fatalities.

ENG-1: Crash Analysis	
Lead: CountyStat (county-wide), Transportation (HIN)	Support: Police
Action: Undertake a detailed, multi-disciplinary Countywide crash study to provide a comprehensive understanding of traffic crash causes, contributing factors, locations, and roadway characteristics. This study should identify the high injury network (HIN) and provide the foundation for the ten-year action plan	
Why do this: Identifying collision patterns, types, and similar site characteristics is required to use our resources in a targeted manner to eliminate severe and fatal collisions.	
Deadline: Identify priority HIN projects by 1/31/2018	
Metric(s): Complete Action	

ENG-2: Update County Road Design Standards	
Lead: Transportation	Support: Park and Planning
Action: Establish a committee to review and revise roadway design standards and develop complete street guidelines utilizing road code and leading practices from groups such as NACTO, ITE, and AASHTO for various types of roadways within the County. The review should prioritize reducing opportunities for high-speed collisions through physical or temporal separation, reducing motor vehicle speeds where separation cannot be achieved, and developing proper environmental countermeasures (lighting, signing, signals, marking).	
Why do this: County Council Bill 33-13 requires the adoption of a complete streets policy. ⁸ Adoption of road design standards that align to Vision Zero goals are essential in order to identify and implement proper safety countermeasures.	
Deadline: Publish revised road designs by 11/1/2019	
Metric(s): Complete Action	

ENG-3: Expand Road Safety Audits	
Lead: Transportation	Support: N/A
Action: Implement a road safety audit process for all new County road and facility projects.	
Why do this: Ensure that all work performed by MCDOT has a safety-first approach	
Deadline: Implement new process by 11/1/2018	
Metric(s): Complete Action	

ENG-4: Review Transit Stops	
Lead: Transportation	Support: WMATA (Metro), State Highway Admin.
Action: Develop a program to review transit stop locations and conditions to ensure safety and accessibility. Priority will be given first to HIN locations, but all stops will be reviewed every 5 years.	
Why do this: A significant number of pedestrian crashes are associated with transit users crossing to/from transit stops. Redevelopment or even small changes can modify pedestrian desire lines driving the need for continual reevaluation.	
Deadline: Develop program review requirements by 5/1/2018	
Metric(s): Percentage of transit stops with safe crossings, Number of severe and fatal collisions related to going to or leaving a transit stop	

ENG-5: Evaluate Trail Crossings and Intersections	
Lead: Transportation	Support: Park and Planning, State Highway Admin.
Action: Evaluate trail crossings and intersections with safety as a priority. Crossings identified as high risk (high posted speed, multiple lanes, and roadway median) will be transformed first.	
Why do this: Ensure that vulnerable users (pedestrians and cyclists) can cross safely	
Deadline: Develop list of priority trail crossings and intersections for modification by 11/1/2018	
Metric(s): Percentage of trails and intersections with safe crossings, Number of severe and fatal collisions at trail crossings and intersections	

ENG-6: State/County Project Collaboration	
Lead: Transportation	Support: State Highway Admin.
Action: Identify, at minimum, two high injury areas where the County and State can jointly implement safety improvement projects	
Why do this: The majority of severe and fatal collisions occur on state-maintained roads. These joint projects will encourage a positive working relationship.	
Deadline: Identify potential project areas by 1/31/2018	
Metric(s): Number of severe and fatal collisions occurring in the high injury network	

ENG-7: Improve Pedestrian Signals	
Lead: Transportation	Support: State Highway Admin.
Action: Complete a comprehensive review of pedestrian timings at the 750+ County-maintained signalized intersections to ensure they meet the revised walking speed standard. Use latest technology and standards to implement innovative pedestrian and bicycle signals (such as leading pedestrian interval, HAWK beacon, Barnes dance, etc.) to provide effective and safe crossings.	
Why do this: Pedestrian signals must allow enough time for all pedestrians to cross safely	
Deadline: All pedestrian signals retimed to 3.5 feet/second by November 2019	
Metric(s): Percentage of pedestrian signals meeting walking speed standards	

ENG-8: Accelerate Sidewalk Building	
Lead: Transportation	Support: State Highway Admin.
Action: Using the sidewalk inventory as a guide, accelerate the sidewalk building program with priority projects in the high injury network	
Why do this: Safe facilities can reduce the number of pedestrians and cyclists in the roadway	
Deadline: Publish a list identifying high priority areas lacking sidewalks by 4/1/2018 and complete priority projects by 10/1/2019	
Metric(s): Linear feet of sidewalk produced	

ENG-9: Expand Low-Stress Bicycle Network	
Lead: Transportation	Support: Park and Planning, State Highway Admin.
Action: Using the Bicycle Master Plan as a guide, construct new bikeway facilities to create a highly-connected, convenient and low-stress bicycling network	
Why do this: A low-stress bicycle network allows for more people to bike and create needed separation from traffic	
Deadline: Ongoing Effort	
Metric(s): Percentage of roadways defined as "low-stress" for bicycle riders	

IMPROVING DANGEROUS INTERSECTIONS

After a bicyclist fatality in October 2016, Montgomery Parks placed flex posts on Little Falls Parkway to limit the number of travel lanes at this dangerous crossing with the Capital Crescent Trail to improve safety.





LEAD:

Montgomery County Police

Key Outcome:

Hours of dedicated enforcement for factors contributing to severe and fatal collisions



ENFORCEMENT

Vision Zero needs more than improved transportation infrastructure; it requires building a culture of safety. To encourage safe behavior, Vision Zero communities utilize evidence-based law enforcement methods, both automated and with police officers.⁹ For example, publicized sobriety checkpoints can reduce alcohol-related collisions by 17%.¹⁰ Enforcement actions will be combined with education efforts to maximize impact and ensure equitable outcomes.

ENF-1: Establish Collision Review Team

Lead: Police

Support: Transportation, CountyStat, Park and Planning, State Highway Admin.

Action: Establish a multi-disciplinary review team that will review each fatal crash as soon as possible after the event to identify potential actions the County can take at that or other similar locations to address safety issues. The team should look at all possible causal factors and present findings to the public.

Why do this: The team ensures diverse perspectives are represented when determining potential counter-measures to respond to traffic fatalities.

Deadline: Establish team and hold first meeting by 12/15/2017

Metric(s): Complete Action

ENF-2: Increase Enforcement Activities

Lead: Police

Support: Transportation, Public Information

Action: Increase enforcement of distracted, impaired, occupant protection, and aggressive driving behaviors, as well as violations of pedestrian and bicycle safety laws. Enforcement activities should concentrate in the high injury network, during peak seasons, and specific times of day. Enforcement should be performed in conjunction with education campaigns.

Why do this: For enforcement to be effective at curbing dangerous driving behaviors, there must be consistent high visibility enforcement

Deadline: Ongoing Effort

Metric(s): Hours of dedicated enforcement

ENF-3: Expand Automated Enforcement	
Lead: Police	Support: Transportation
Action: Increase the use of automated enforcement to address excessive speeds, red-light, and stopped bus violations	
Why do this: Automated enforcement has been proven to curb dangerous driving behaviors when used at appropriate locations in the County	
Deadline: Ongoing Effort	
Metric(s): Reduction in speed related crashes along Safe Speed corridors	

ENF-4: Improved Distracted Driving Detection	
Lead: Police	Support: N/A
Action: Use unmarked cars to assist with aggressive and distracted driving enforcement	
Why do this: Unmarked police vehicles can be more effective at identifying distracted drivers	
Deadline: Purchase unmarked vehicles by 12/1/2018	
Metric(s): Complete Action	

ENF-5: Collaboration with Court System	
Lead: Police	Support: MD Courts
Action: When possible and practical, inform judicial system regarding high visibility enforcement and its connection to traffic safety	
Why do this: Enforcement actions need to be supported and reinforced by judicial system	
Deadline: Complete initial outreach by 5/1/2018	
Metric(s): Complete Action	

POLICING AND EQUITY IN VISION ZERO

The Montgomery County Police Department is committed to maintaining respect for individual rights and human dignity in all interactions with our diverse community. As part of that promise, MCPD will carry out its high visibility enforcement efforts by:

- Collaborating with the Department of Transportation, Office of Public Information, and regional partners to combine education activity with enforcement efforts
- Use collision data to target the areas and behaviors that lead to severe and fatal collisions
- Adopt the recommendations of the equity task force as outlined in action item LPA-2
- Continue to post traffic citation data on the County’s open data portal, which includes the person’s race and gender
- Continue automated photo enforcement





LEAD:

Public Information Office

Key Outcome:

Increased awareness of dangerous driving, biking, and walking behaviors



EDUCATION AND TRAINING

Creating a safety culture in Montgomery County is not limited to issuing warnings and citations. The County must engage the public and County employees using a variety of outreach methods to instill safe behaviors. Tied with enforcement, Montgomery County will be a safe place to get from point A to point B.

EDU-1: Create Comprehensive Outreach Strategy	
Lead: Public Information	Support: Transportation, Police, CountyStat
Action: Develop a communication and outreach strategy for specific groups most at risk of being involved in a severe or fatal collision (e.g. seniors, school-aged children, persons with disabilities)	
Why do this: Need a strategy to properly identify the means in which the County will perform outreach	
Deadline: Publish strategy by 5/1/2018	
Metric(s): Complete Action	

EDU-2: Expand Safe Routes to School Activities	
Lead: Transportation, Public Schools	Support: VZ Steering Committee
Action: Expand the County's Safe Routes to School (SRTS) activities to all schools and initiate comprehensive traffic safety education for pedestrian, bicycle, and driver safety at appropriate ages	
Why do this: Through SRTS, the County Government and Public Schools can initiate targeted education and engineering projects to improve the pedestrian environment and encourage more students to walk or bike to their school	
Deadline: Have agreement between MCPS and MCDOT to expand SRTS activities by start of 2019-2020 school year	
Metric(s): Reduction in severe and fatal collisions involving school-aged children	

EDU-3: On-bike Education Programs for Kids	
Lead: Transportation, Public Schools	Support: County Executive's Office, Police
Action: Establish an on-bike education program to teach bike safety skills to all elementary school children	
Why do this: School-aged children are over-represented in bicycle collisions. Working in schools is the best way to reach this group.	
Deadline: Have agreement between MCPS and MCDOT by start of 2019-2020 school year	
Metric(s): Reduction in severe and fatal collisions involving school-aged children on bicycles	

EDU-4: Vision Zero Outreach Grant Program	
Lead: VZ Steering Committee	Support: Public Information, County Executive's Office, Transportation, Management and Budget
Action: Establish a fund to allow government and non-governmental agencies to target education to specific at-risk groups. Groups receiving funds must have a clear link to Vision Zero, create a business plan for outreach efforts, and provide, at minimum, yearly activity reports.	
Why do this: Montgomery County Government has limited staff and resources to do targeted outreach. Non-governmental organizations in the community can utilize their existing networks to better reach specific groups.	
Deadline: Solicit proposals by 6/1/2018	
Metric(s): Increased awareness of dangerous driving, biking, and walking behaviors	

EDU-5: Safety Awareness Training for County Employees	
Lead: VZ Steering Committee	Support: Transportation, Police, Public Schools, Park and Planning, County Executive's Office
Action: Educate key staff in MCDOT, MCPD, MCPS, M-NCPPC, and the County Executive's Office on the tenants of Vision Zero either in formal presentations, roll calls, senior management meetings, etc.	
Why do this: Frontline employees must be aware of Vision Zero in order to build the culture of safety and accountability.	
Deadline: Complete first round of awareness trainings by 11/1/2018	
Metric(s): Number of County employees given training	

EDU-6: Cross-Departmental Team Building	
Lead: VZ Steering Committee	Support: Transportation, Police, Public Schools, Park and Planning, County Executive's Office
Action: Create opportunities for team building and communication across departments participating in Vision Zero	
Why do this: Need to create cross collaboration opportunities in order to reinforce the culture change required to implement Vision Zero	
Deadline: Hold at least two collaboration events by 11/1/2018	
Metric(s): Number of collaboration events held each year	

EDU-7: Raise Awareness of Sleep and Safety	
Lead: Fire and Rescue, Police, Transportation	Support: Public Information
Action: Use County programs to increase awareness of the safety impacts of sleep apnea, fatigue, drowsy driving and vehicle operation by those medically at risk, as well as older drivers	
Why do this: Impaired driving is not limited to drug and alcohol use. Drivers should be aware of when they are too fatigued to drive.	
Deadline: Complete first round of awareness trainings by 11/1/2018	
Metric(s): Number of County employees given training	

EDU-8: Future Technology Task Force	
Lead: Chief Innovation Officer	Support: Transportation, Police, Public Information, General Services
Action: Establish a future technology task force to keep track and report on new technologies and methods that can improve the County's Vision Zero efforts. The task force should report on, but not be limited to, new roadway countermeasures, safety enforcement, driverless vehicles, and new vehicle technology.	
Why do this: The County must stay abreast of what is happening with vehicle and roadway technology. Some advancements may help with roadway safety (collision avoidance systems) where others may cause more distractions (entertainment systems).	
Deadline: Provide first report by 12/1/2018	
Metric(s): Complete Action	

REGIONAL STREET SMART CAMPAIGN

This photo from the spring 2017 Street Smart campaign kickoff highlights safety messages that can be seen around the DC region. Learn more about regional efforts to create safer streets at beststreetsmart.net.



EDU-9: Training in the Community	
Lead: Public Information	Support: Transportation
Action: Identify major employers, TDM programs, and HOAs to deliver Vision Zero training and messaging	
Why do this: Community partners are necessary to build a culture of traffic safety in the County	
Deadline: Create outreach material and identify partners by December 2018	
Metric(s): Number of businesses/groups participating in Vision Zero programming	



LEAD:

Fire and Rescue Service

Key Outcome:

Maintain response times for traffic collisions with injuries based on dept. standards



TRAFFIC INCIDENT MANAGEMENT

Montgomery County residents have access to level 1 and level 2 trauma centers and an accredited Fire and Rescue Service that can decrease the morbidity and mortality of a collision through proper transport and care.¹¹ The Traffic Incident Management action area will ensure that when collisions occur in the County, prompt care will be provided.

Rapid response to car collisions is crucial, but will not come at the expense of safety for first responders. Collisions are a leading cause of fatalities for both police and fire public safety employees.^{12,13} The County will ensure the protection of the public and its employees through safe responses and on-scene traffic management.

TIM-1: Provide Prompt Emergency Medical Service	
Lead: Fire and Rescue	Support: Police
Action: Maintain time to scene and time to hospital response times that meet or exceed department standards	
Why do this: A key measure of service quality for Fire and Rescue service is a prompt response to medical emergencies	
Deadline: Ongoing effort	
Metric(s): Maintain response times for traffic collisions with injuries based on department standards	

TIM-2: Devise Safe Incident Management Plan	
Lead: Police, Fire and Rescue	Support: N/A
Action: Formalize a plan and training for all first responders for safe incident management	
Why do this: Ensure safe and collaborative response to traffic collisions. Secondary crashes are often more severe than the primary crash.	
Deadline: Establish plan by 11/1/2018	
Metric(s): Reduction in the number of severe or fatal collisions occurring while in transport or on-scene of a traffic crash	

TIM-3: Enhance Police Driver Training	
Lead: Police	Support: N/A
Action: Expand emergency response driver training program to all police officers	
Why do this: The County as an employer must provide a safe working environment for its employees. Collisions cost taxpayers due to damaged vehicles and injured employees unable to work.	
Deadline: Implement enhanced driver training program by 11/1/2019	
Metric(s): Reduction in the number of severe or fatal collisions occurring while in transport or on-scene of a traffic crash	

TIM-4: Temporary Traffic Control Devices	
Lead: Fire and Rescue	Support: Police
Action: Provide emergency response agencies with temporary traffic controls (e.g truck mounted attenuators and arrow boards) and suitable training to deploy these devices during emergency responses	
Why do this: Provide a safe working environment and smooth traffic control while clearing traffic crash	
Deadline: Procure traffic control devices for a pilot program by 11/1/2018	
Metric(s): Reduction in the number of severe or fatal collisions occurring while in transport or on-scene of a traffic collision	

MCFRS RESPONSE TIME STANDARDS

The Montgomery County Fire and Rescue Service is accredited through the Commission on Fire Accreditation International (CFAI) and is the only accredited service in Maryland as of September 2017. Maintaining accreditation is no small feat as MCFRS must meet 86 core competencies and report on 252 performance indicators.

As part of MCFRS' planning and accreditation requirements, the department has developed long-range response time targets. For the most severe injuries, MCFRS provides advanced life support 2 (ALS2) service. The long-range targets for ALS2 first-arriving units are as follows:

Population Density Area	Total Response Time 2022 Benchmarks for ALS2 Calls
Metropolitan	9:30
Urban	10:15
Suburban	11:00
Rural	12:00

To learn more about response time targets, population density areas, and risk assessment, read the 2016-2022 Fire, Rescue, Emergency Medical Services and Community Risk Reduction Master Plan available at <http://www.montgomerycountymd.gov/mcfrs/>



LEAD:

Vision Zero
Steering Committee

Key Outcome:

Passage of significant laws and policies required to implement Vision Zero



LAW, POLICY, AND ADVOCACY

Vision Zero is an all-hands-on-deck approach that requires the participation of all levels of government and the public to reach zero severe and fatal collisions. Actions in the Law, Policy, and Advocacy area seek to improve the way traffic safety is managed in Montgomery County by changing laws and policies that do not align with Vision Zero and advocating for the necessary tools to fully enact the Vision Zero strategy. Making these changes will allow for implementation of this Action Plan and set the stage for the Ten-Year Vision Zero plan.

LPA-1: Change Policies, Regulations, and Laws

Lead: VZ Steering Committee, Office of Intergovernmental Relations

Support: County Executive's Office, Transportation, Police, Public Information, Park and Planning, State Highway Admin.

Action: Identify county and state laws, policies, and regulations that are hindering the County's progress towards Vision Zero and develop strategies to update them. Emphasis should be on laws that allow for innovative engineering and ability to lower speed limits to align with leading Vision Zero practices.

Why do this: The County must have its polices, regulations, and laws reflect a safe system approach.

Deadline: Identify changes needed by 12/1/2017

Metric(s): Successful passage of new laws, policies, and regulations identified by the Vision Zero Steering Committee

LPA-2: Ensure Equity throughout Vision Zero Projects

Lead: VZ Steering Committee

Support: County Executive's Office, Transportation, Police, Public Information

Action: Establish an equity task force with community members to ensure appropriate strategies, approaches, and messaging around Vision Zero

Why do this: Equity is core to Vision Zero and needs to be prioritized in all actions

Deadline: Establish task force by 12/31/2017

Metric(s): Complete Action

LPA-3: Appoint Vision Zero Coordinator	
Lead: VZ Steering Committee	Support: N/A
Action: Appoint a Vision Zero Coordinator to oversee implementation of this plan and champion Vision Zero throughout the county	
Why do this: This initiative cuts across multiple departments and agencies and needs a single point of contact to ensure all projects are moving and meeting deadlines	
Deadline: Appoint interim manager in November 2017 with full-time coordinator by January 2018	
Metric(s): Complete Action	

LPA-4: Create Vision Zero Website	
Lead: Public Information, CountyStat	Support: Technology Services
Action: Create a Vision Zero website that contains all Vision Zero related information	
Why do this: A core piece of Vision Zero is connecting with the community. The Website should be promoted through a comprehensive public information and education campaign that encourages all residents to take ownership for providing data and input on the 10-year plan.	
Deadline: Launch initial webpage with plan release, Have full page build-out by 11/30/2017	
Metric(s): Complete Action	

LPA-5: Create Vision Zero Feedback Map	
Lead: CountyStat	Support: Transportation, Park and Planning, Public Information
Action: Create a Vision Zero concerns map that encourages the public to contribute information about crashes, near misses, and locations with perceived safety issues	
Why do this: The concerns map can be used to supplement the County's collision data	
Deadline: Publish map for public input by 11/30/2017, Update VZ Steering Committee on results quarterly	
Metric(s): Complete Action	

LPA-6: Create Pedestrian Master Plan	
Lead: Park and Planning	Support: Transportation
Action: Complete a Pedestrian Master Plan for the County to address the unique issues faced by pedestrians and people with disabilities	
Why do this: The County needs to have a comprehensive plan for how pedestrian facilities should be built and maintained in the County similar to the bicycle master plan	
Deadline: Complete master plan by 11/1/2019	
Metric(s): Complete Action	

LPA-7: Publish Collision Data	
Lead: Police	Support: Technology Services, CountyStat
Action: Publish collision data on dataMontgomery and create interactive views of the data for easier consumption and analysis by the public	
Why do this: By opening collision data to the public, the County's progress can be tracked in near real-time and additional insights regarding crashes can be gained from the public's analysis	
Deadline: Publish data by 11/1/2017	
Metric(s): Complete Action	

LPA-8: Improve Crash Data Collection	
Lead: Police	Support: CountyStat, Transportation
Action: Improve collision data collection by MCPD through prioritization of essential data elements and improved approval/revision process	
Why do this: Having key fields blank or filled out incorrectly hinders data analysis and future action plan development	
Deadline: Start outreach by 11/30/2017	
Metric(s): Number of reports with key data elements missing	

LPA-9: Establish Peer Learning Opportunities	
Lead: VZ Steering Committee	Support: County Executive's Office, Transportation, Police, Public Information
Action: Establish links with peer Vision Zero communities to create a shared learning community	
Why do this: Other Vision Zero communities have lessons learned that can be used by the County	
Deadline: Start outreach by 12/1/2017	
Metric(s): Hold at least one annual meeting with other Vision Zero communities	

LPA-10: Review Existing Traffic Safety Programs	
Lead: VZ Steering Committee, CountyStat	Support: County Executive's Office, Transportation, Police, Public Information, Management and Budget
Action: Review existing traffic safety programs to determine their effectiveness in reaching the Vision Zero goal	
Why do this: All traffic safety programs should align to a safe systems approach and the County must adjust any programs that do not align	
Deadline: Release results by 11/1/2018	
Metric(s): Complete Action	

LPA-11: Work with Municipalities	
Lead: VZ Steering Committee	Support: N/A
Action: Encourage the larger municipalities in the County (Gaithersburg, Rockville, Takoma Park) to participate or create their own Vision Zero Plan	
Why do this: Working with Rockville, Gaithersburg and Takoma Park will help to address collisions that occur in those municipalities	
Deadline: Complete initial outreach to municipalities by 1/1/2018	
Metric(s): Complete Action	

LPA-12: Engage Outside Research Partners	
Lead: VZ Steering Committee	Support: N/A
Action: Proactively engage research organizations (such as IIHS, NIH, NHTSA) in the Vision Zero initiative to support rigorous evaluation and development of best practices	
Why do this: The County has organizations that can provide expertise for implementing a safe systems approach and determining what works	
Deadline: Reach out to potential research partners by 1/1/2018	
Metric(s): Complete Action	

LPA-13: Procure Safer Vehicles	
Lead: Fleet Management, Procurement	Support: VZ Steering Committee
Action: Adopt new vehicle fleet purchasing policy to include purchasing specifications for crash avoidance systems, side and under-run guards, mirrors and lighting	
Why do this: Collision avoidance systems can lower the probability of being in a collision. For example, vehicles equipped with automatic braking reduce rear-end crashes by 40% ¹⁴	
Deadline: Finalize policy by 11/1/2018	
Metric(s): Reduction in collisions involving County-owned vehicles	

LPA-14: Build the Ten-Year Action Plan	
Lead: VZ Steering Committee	Support: N/A
Action: Initiate ten-year plan development with an open and transparent process	
Why do this: The County must have a long-term plan to get to zero by 2030	
Deadline: Start feedback sessions in January 2019, complete by November 2019	
Metric(s): Complete Action	

Status of Vision Zero action items as of 3/21/2019

Action Item	Due Date	Status	Notes
ENG-1 Identify HINs for Modification	Identify priority HIN projects by 1/31/2018	Complete	Identified High Injury Network. Identified initial list of potential engineering options. Performed 2nd round of reviews of County-maintained portion of the HIN. Have already started some projects.
ENG-2 Road Design Standards	Publish revised road designs by 11/1/2019	On Schedule	MCDOT and M-NCPPC are advancing on this action item together under joint funding. MCDOT is also updating its existing lighting, signing, marking, and signals standards.
ENG-3 Road Safety Audits	Implement new process by 11/1/2018	On Schedule	MCDOT is adding a preconstruction RSA activity to its design process.
ENG-4 Review Transit Stops	Develop program review requirements by 5/1/2018	Complete	MCDOT identified 265 bus stops to be reviewed and potentially modified. MCDOT completed Middlebrook & MD 355 bus stop audits. MCDOT performed two additional bus stop audits in November 2018 for Wheaton CBD and Randolph Road.
ENG-5 Trail Crossings	Develop list of priority trail crossings and intersections for modification by 11/1/2018	On Schedule	Parks is implementing a pilot project to improve 18 mid-block crossings. MCDOT is coordinating with M-NCPPC on crossings for Rock Creek Trail, Diabase Trail, Hoyles Mill Trail, Muddy Branch Greenway Trail, Northwest Branch Trail, Upper Rock Creek Trail, Cabin John Trail, and more. MCDOT has conducted and reviewed speed studies and crossing plans.
ENG-6 Collaboration w State	Identify potential project areas by 1/1/18	Complete	SHA and MCDOT are prioritizing work on MD-97 (Georgia Ave) and MD-58 5 (Veirs Mill Rd) to develop short- and long-term solutions for pedestrian safety. SHA and MCDOT are jointly investigating and implementing safety improvements along a MD 97 corridor with SHA including curb markings, sidewalk stamps, speed limit reduction, non-traversable median, lighting improvements, signal installations, HAWK signal, RRFB signal, and lane narrowing. SHA Administrator Greg Slater has promised increased focus on pedestrian soafety by his agency to include

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Action Item	Due Date	Status	Notes
			lowering speed limits to 30 MPH or lower in all central business districts and improving pedestrian crossings.
ENG-7 Ped Signals	All pedestrian signals retimed to 3.5 feet/second by November 2019	Complete	MCDOT reset the crossing time at each of the County's pedestrian signals to a 3.5 ft/sec standard. MCDOT is also installing new pedestrian signals throughout the County, including 4 pedestrian actuated beacons at Muddy Branch Rd & Harmony Hall Rd, Forest Glen Rd & Sligo Creek Pkwy, Aspen Hill Rd & Northgate Shopping Center, Democracy Blvd & Walter Johnson HS, Willard Ave & The Hills Plaza. An additional pedestrian signal at Randolph Road and Livingston Street was turned into a full signal.
ENG-8 Accelerate Sidewalk Building	Publish list of high priority areas lacking sidewalks by 4/1/18	Behind Schedule	MCDOT has contracted with a consultant to perform sidewalk evaluation throughout entire County beginning 5/1/19. In addition to the gap analysis required in Two-Year Plan, the study will evaluate ADA ramp provision and other impediments to sidewalk travel. Preliminary priority list within the High Injury Network (HIN) being developed in parallel to larger study based on BiPPA, pedestrian safety analysis, and existing sidewalk requests located within the HIN. The consultant will prioritize identifying additional sidewalk improvements within the HIN, then provide comprehensive and countywide improvement recommendations. Recommendations will include improvements to support access to future Purple Line stations.
ENG-9 Bicycle Network	On-going effort	On-going	Significant additions coming to Silver Spring and Bethesda BiPPAs for separated bicycle facilities. Construction of Second/Wayne Ave Cycletrack is underway in Silver Spring. County Council approved the updated Bicycle Master Plan on 11/27/18. MCDOT has developed a website, video, and brochure about how to use these new facilities at montgomerycountymd.gov/lookout

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Action Item	Due Date	Status	Notes
ENF-1 Fatal Crash Review Team	Establish team and hold first meeting by 12/15/17	Behind Schedule	MCPD and CountyStat have developed meeting framework, team roster, and team goals. Once non-disclosure agreement is finalized, first session can be held (target start in April). County members are also participating on the Maryland Highway Safety Office's pedestrian fatal crash review team with the Montgomery County meeting scheduled for March 28.
ENF-2 Enforcement Activity	On-going effort	On-going	MCPD will be conducting the following spring enforcement campaigns: Distracted Driving (April); Street Smart Pedestrian Safety (4/15-5/10); Click-it-or-Ticket (May); Aggressive Driving [ADAPT] (1 week in May & July); Impaired Driving (June).
ENF-3 Automated Enforcement	On-going effort	On-going	Will be addressed in new request for proposals that is due to be let out in 2019.
ENF-4 Unmarked Cars	Purchase and use more unmarked cars by 12/1/18	Behind Schedule	Issuance of unmarked vehicles is a subject of bargaining and must be negotiated with Union prior to implementation.
ENF-5 Collaboration w/ Courts	Complete initial outreach by 5/1/18	On-Going	A public-private education campaign called "Noah on Patrol" was released on May 23. As part of "Noah on Patrol," a courtwatch program will monitor impaired driving cases in the county. The State's Attorney Office will push for ignition interlocks in impairment cases.
EDU-1 Comprehensive Strategy	Publish Strategy by 5/1/18	Complete	The Public Information Office completed the 2019 strategy and the Steering Committee has committed resources to the plan. The plan was finalized on October 24, 2018.
EDU-2 Expand SRTS	Expand SRTS by start of 2019-2020 school year	On Schedule	MCDOT tasked two different consultants with additional Safe Routes to School Walk Audits in fall 2018. MCDOT and MCPS are coordinating together on Safe Routes to School programs.
EDU-3 On-bike Education	Agreement with MCPS by 19-20 school year	On-schedule	MCPS and MCDOT are coordinating together on this action item. A pilot program is already scheduled for an On-bike Education Program.

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Action Item	Due Date	Status	Notes
EDU-4 Grant Program	Solicit proposals by 6/1/2018	No Resources	Due to budget constraints, the FY19 recommended budget does not fund this item.
EDU-5 County Employee Safety Campaigns	Complete first round of awareness trainings by 11/1/2018	Behind Schedule	Currently developing targeted material for key departments and divisions. Will be using a focus group of County employees to assess new distracted driving campaign this spring.
EDU-6 Team Building	Hold at least two collaboration events by 11/1/2018	Behind Schedule	Developing a job shadowing opportunity for police and DOT employees in the spring.
EDU-7 Sleep & Safety	Complete first round of awareness trainings by 11/1/2018	Behind Schedule	Activities in November were not completed due to focus on other higher priority items. This will be rescheduled for fall 2019.
EDU-8 Future Tech	1st Report by 12/31/2018	Behind Schedule	Moved this item to year 2. MCDOT and other experts presented to the County Council on September 26, 2017 about the future of autonomous vehicles in Montgomery County. Video of session is at: http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&clip_id=13823&meta_id=143448
EDU-9 Community Partners	12/1/2018	On-going	Developing new materials to be used for outreach. Currently using materials developed by Public Information Office, MHSO, and NHTSA.
TIM-1 Emergency Services	On-going effort	On-going	FRS has sent a proposed measurement to CountyStat for review and approval.
TIM-2 TIM Plan	Create plan by 11/1/2018	Behind Schedule	Contractor working with MCFRS and MCPD to review current practice and compare to national standards. Framework will be completed by June.
TIM-3 Police Driver Training	Improve driver training by 11/1/2019	Not Started	

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Action Item	Due Date	Status	Notes
TIM-4 Temporary Traffic Control Devices	Procure traffic control devices for a pilot program by 11/1/2018	No Resources	Due to budget constraints, the FY19 recommended budget does not fund this item
LPA-1 Law & Policy Change	Identify changes needed by 12/1/2017	Complete	County elected officials, MCDOT, and MCPD have testified in Annapolis to support bills enhancing pedestrian safety, reducing impaired driving, and bringing Vision Zero to the State.
LPA-2 Equity Task Force	Establish task force by 12/31/17	Behind Schedule	First task force meeting held on 3/7/2019. Task force meetings and report due by June. Meeting materials can be found at https://www.montgomerycountymd.gov/visionzero/equity.html
LPA-3 VZ Manager	Appoint interim manager 11/17 with full-time coordinator by 1/31/18	Behind Schedule	FY19 budget funds a contractor to coordinate and implement the Vision Zero Action Plan. The draft Request for Proposals has been written and sent for review. RFP will be out in April for a 30 day response period.
LPA-4 VZ Website	Have full page build-out by 11/30/17	Complete	Website redesign was launched last week of September 2018. Working with contractor to further build out the website with more information and resources.
LPA-5 VZ Feedback Map	Publish map by 11/30/17	Complete	App has been built and tested. App was launched with redesigned website in late September. Link at bit.ly/vzsafetymap
LPA-6 Ped Master Plan	Complete master plan by 11/1/2019	On-Going	Pedestrian connectivity mapping scheduled to start July 2018 and be complete at the end of FY19.
LPA-7 Public Crash Data	Publish by 11/1/17	Complete	All 3 tables are published and updating weekly. CountyStat will use these tables to build out dashboard.
LPA-8 Improve Crash Data Collection	Start outreach by 11/30/17	On-Going	Currently MCPD has implemented training to address proper report writing within the academy classes as well as to audit reports for data entry errors. MSP has made some fields within the ACRS reports mandatory and some fields mandatory on dependencies to help in capturing all the relevant data per event.
LPA-9 Peer Collaboration	Start outreach by 12/1/17	Complete and On-Going	Montgomery County is a member of the Road to Zero coalition, works with the State as participants in Towards Zero Deaths, and working with regional vision zero cohort.

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Action Item	Due Date	Status	Notes
LPA-10 Review Safety Programs	Release results by 11/1/2018	Behind Schedule	Reviewing safety programs in conjunction with Equity Task Force work. Report will be out in June.
LPA-11 Municipalities	Complete initial outreach by 1/1/18	Behind Schedule	The County is working with Rockville and Takoma Park to discuss how the County can help build their Vision Zero plans. Outreach efforts will be completed by the Vision Zero Coordinator this summer.
LPA-12 Research Partners	Reach out to potential research partners by 1/1/18	On-Going	The County does not have funds to pay for research, but is open to participating or being a living laboratory for researchers. The County will reach out to local partners to gauge interest.
LPA-13 Vehicle Procurement	Finalize policy by 11/1/2018	Behind Schedule	This action item has been moved to year two. Discussions with PRO and DGS-Fleet Management will start this summer.
LPA-14 10-Year Plan	Start feedback sessions in January 2019 , complete by November 2019	Not Started	Recommendations of Equity Task Force will set the framework for the 10-year plan. Planning will build out analysis to estimate crash risk across the entire roadway network.

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Status of Vision Zero action items as of 11/12/2019

Action Item	Due Date	Status	Notes
ENG-1 Identify HINs for Modification	Identify priority HIN projects by 1/31/2018	Complete	Identified High Injury Network. Identified initial list of potential engineering options. Performed 2nd round of reviews of County-maintained portion of the HIN. Have already started some projects such as restriping on Crabbs Branch Way and implementing Pedestrian Road Safety Audit recommendations on Middlebrook Rd and Bel Pre Rd. Met with SHA 7.10.19 to review SHA HIN projects. Some SHA HINs have already received updates, others are in design.
ENG-2 Road Design Standards	Publish revised road designs by 11/1/2019	On Schedule	MCDOT and M-NCPPC are advancing on this action item together under joint funding. MCDOT is also updating its existing lighting, signing, marking, and signals standards. Public feedback has started with one session in spring 2019 and another planned for this winter.
ENG-3 Road Safety Audits	Implement new process by 11/1/2018	Complete	MCDOT added a preconstruction RSA activity to its design process.
ENG-4 Review Transit Stops	Develop program review requirements by 5/1/2018	Complete	MCDOT identified 265 bus stops to be reviewed and potentially modified. MCDOT completed Middlebrook & MD 355 bus stop audits. MCDOT performed two additional bus stop audits in November 2018 for Wheaton CBD and Randolph Road with final recommendations nearly complete.
ENG-5 Trail Crossings	Develop list of priority trail crossings and intersections for modification by 11/1/2018	Complete	Parks is improving 18 mid-block crossings. MCDOT is coordinating with M-NCPPC on crossings for Rock Creek Trail, Diabase Trail, Hoyles Mill Trail, Muddy Branch Greenway Trail, Northwest Branch Trail, Upper Rock Creek Trail, Cabin John Trail, and more. MCDOT has conducted and reviewed speed studies and crossing plans. Parks and MCDOT met in May 2019 to review second round of trail crossing upgrades.

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Action Item	Due Date	Status	Notes
ENG-6 Collaboration w State	Identify potential project areas by 1/1/18	Complete	SHA and MCDOT are prioritizing work on MD-97 (Georgia Ave) and MD-586 (Veirs Mill Rd) to develop short- and long-term solutions for pedestrian safety. SHA and MCDOT are jointly investigating and implementing safety improvements along a MD 97 corridor with SHA including curb markings, sidewalk stamps, speed limit reduction, non-traversable median, lighting improvements, signal installations, HAWK signal, RRFB signal, and lane narrowing. SHA Administrator Greg Slater has promised increased focus on pedestrian safety by his agency to include lowering speed limits to 30 MPH or lower in all central business districts and improving pedestrian crossings. Changes by SHA to MD-97 detailed at https://www.roads.maryland.gov/pages/release.aspx?newsId=3350
ENG-7 Ped Signals	All pedestrian signals retimed to 3.5 feet/second by November 2019	Complete	MCDOT reset the crossing time at each of the County's pedestrian signals to a 3.5 ft/sec standard. MCDOT is also installing new pedestrian signals throughout the County, including 6 pedestrian actuated beacons at Muddy Branch Rd & Harmony Hall Rd (complete), Forest Glen Rd & Sligo Creek Pkwy, Aspen Hill Rd & Northgate Shopping Center (complete), Democracy Blvd & Walter Johnson HS, Willard Ave & The Hills Plaza, and Tuckerman Ln at Bethesda Trolley Trail. An additional pedestrian signal at Randolph Road and Livingston Street was turned into a full signal.
ENG-8 Accelerate Sidewalk Building	Publish list of high priority areas lacking sidewalks by 4/1/18	On-going	MCDOT's consultant has begun a sidewalk evaluation throughout the entire County, not just the HIN. All of the top 20 HIN locations have been evaluated. In addition to the gap analysis required in the Two-Year Plan, the study will evaluate ADA ramp provision and other impediments to sidewalk travel. A priority project has been identified and is being designed for construction fall of 2019.

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Action Item	Due Date	Status	Notes
ENG-9 Bicycle Network	On-going effort	On-going	<p>Significant additions coming to Silver Spring and Bethesda BiPPAs for separated bicycle facilities. Construction of Second/Wayne Ave Cycletrack was completed in early Oct. County Council approved the updated Bicycle Master Plan on 11/27/18.</p> <p>MCDOT has developed a website, video, and brochure about how to use these new facilities at montgomerycountymd.gov/lookout</p>
ENF-1 Fatal Crash Review Team	Establish team and hold first meeting by 12/15/17	Behind Schedule, In Progress	<p>County staff participated on MHSO's pedestrian fatal crash review team with the Montgomery County meetings on March 28 and May 31. The MHSO reviewed all fatal pedestrian crashes during 2016. For the County team, MCPD and CountyStat have developed meeting framework, team roster, and team goals. Once non-disclosure agreement is finalized by the County Attorney's Office, first session can be held.</p>
ENF-2 Enforcement Activity	On-going effort	On-going	<p>MCPD will be conducting the following fall and winter enforcement campaigns: Street Smart - pedestrian safety (Nov), Seatbelts (Thanksgiving week). Late November through December is the Holiday Task Force against impaired driving.</p>
ENF-3 Automated Enforcement	On-going effort	On-going	<p>Request for Proposals have been sent out for new automated (red-light and speed) enforcement contract. The RFP sets up for the expansion of the program. RFP available at https://www.montgomerycountymd.gov/PRO/Resources/Files/Solicitations/1081683.pdf</p>
ENF-4 Unmarked Cars	Purchase and use more unmarked cars by 12/1/18	Behind Schedule, Not Started	<p>Issuance of unmarked vehicles is a subject of bargaining and must be negotiated with Union prior to implementation.</p>
ENF-5 Collaboration w/ Courts	Complete initial outreach by 5/1/18	On-Going	<p>A public-private education campaign called "Noah on Patrol" was released on May 23, 2018. As part of "Noah on Patrol," a court watch program will monitor impaired driving cases in the county.</p>

Action Item	Due Date	Status	Notes
			The State's Attorney Office will push for ignition interlocks in impairment cases.
EDU-1 Comprehensive Strategy	Publish Strategy by 5/1/18	Complete	The Public Information Office completed the 2019 strategy and the Steering Committee has committed resources to the plan. The plan was finalized on October 24, 2018.
EDU-2 Expand SRTS	Expand SRTS by start of 2019-2020 school year	On Schedule	Walk to School Day events were held on Wednesday, Oct 2. http://www.walkbiketoschool.org/ The Safe Routes to School coordinator position was filled in early Sept 2019. The Vision Zero Youth Ambassador Summit was October 21 at Glenmont Local Park. MCDOT tasked two different consultants with additional Safe Routes to School Walk Audits in fall 2018. MCDOT and MCPS are coordinating together on Safe Routes to School programs.
EDU-3 On-bike Education	Agreement with MCPS by 19-20 school year	On-schedule	MCPS, MC Rec Dept, and MCDOT are coordinating together on this action item. A pilot program kicked off in April 2019 at Oak View ES in Silver Spring. MCDOT did not win grant funding for a permanent Safety Garden to be installed in the County, but will research other funding options.
EDU-4 Grant Program	Solicit proposals by 6/1/2018	No Resources	Due to budget constraints, the FY20 approved budget does not fund this item.
EDU-5 County Employee Safety Campaigns	Complete first round of awareness trainings by 11/1/2018	Behind Schedule, In Progress	Currently developing targeted material for key departments and divisions. Held a focus group of County employees from 9 different departments to assess new distracted driving campaign on 4/24 and pop-up events in Wheaton on 5/4 and 7/27 in Rockville. Contractor is using feedback to develop next drafts due in December.

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Action Item	Due Date	Status	Notes
EDU-6 Team Building	Hold at least two collaboration events by 11/1/2018	Behind Schedule, In Progress	MCDOT, MCFRS, MCPD, MCPS, PIO, and CEX staff have partnered in the fall "Be Safe, Be Seen" pedestrian safety outreach campaign. Developing a job shadowing opportunity for police and DOT employees this fall. MCPD will also have officers trained on roadway engineering practices from UMD.
EDU-7 Sleep & Safety	Complete first round of awareness trainings by 11/1/2018	Complete	Drowsy driving messages have been sent to shift work employees as part of their safety meetings.
EDU-8 Future Tech	1st Report by 12/31/2018	Behind Schedule, Not Started	This item will be reevaluated for the 2020 Action Plan. MCDOT and other experts presented to the County Council on September 26, 2017 about the future of autonomous vehicles in Montgomery County. Video of session is at: http://montgomerycountymd.granicus.com/MediaPlayer.php?view_id=169&clip_id=13823&meta_id=143448
EDU-9 Community Partners	12/1/2018	On-going	Currently developing targeted material for key departments and divisions. Held a focus group of County employees from 9 different departments to assess new distracted driving campaign on 4/24 and pop-up events in Wheaton on 5/4 and 7/27 in Rockville. Contractor is using feedback to develop next drafts due in December. Currently using materials developed by Public Information Office, MHSO, and NHTSA.
TIM-1 Emergency Services	On-going effort	On-going	FRS has sent a proposed measurement to CountyStat for review and approval.
TIM-2 TIM Plan	Create plan by 11/1/2018	Behind Schedule, In Progress	Contractors working with MCFRS and MCPD to review current practice and compare to national standards have completed their draft and sent to departments for review and comments.
TIM-3 Police Driver Training	Improve driver training by 11/1/2019	On-going	Improving driver training is a strategy for MCPD's Turn the Curve Plan for reducing the number of at-fault vehicle crashes.

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Action Item	Due Date	Status	Notes
TIM-4 Temporary Traffic Control Devices	Procure traffic control devices for a pilot program by 11/1/2018	No Resources	Due to budget constraints, the FY20 approved budget does not fund this item.
LPA-1 Law & Policy Change	Identify changes needed by 12/1/2017	Complete	County elected officials, MCDOT, and MCPD have testified in Annapolis to support bills enhancing pedestrian safety, reducing impaired driving, and bringing Vision Zero to the State. Full list available at https://www.montgomerycountymd.gov/OIR/Resources/Files/2019/Accomplishments_2019.pdf
LPA-2 Equity Task Force	Establish task force by 12/31/17	Complete	Five meetings of the task force were held where the task force reviewed the County's engineering, education, and enforcement efforts. Final comments from the task force on the report have been processed with a final version to be release in December. All meeting materials can be found at https://www.montgomerycountymd.gov/visionzero/equity.html
LPA-3 VZ Manager	Appoint interim manager 11/17 with full-time coordinator by 1/31/18	Behind Schedule, In Progress	CountyStat currently provides interim support for Vision Zero coordination. The Request for Proposal (RFP) for a Vision Zero coordinator was released by Procurement on May 16 with a deadline for responses of June 14. Bids received did not score high enough to move forward with a contract. County Executive has approved moving forward with a full-time, merit position for the coordinator. The position description to create the position has been approved by Human Resources and now drafting a job advertisement with a target of having the position filled in February.
LPA-4 VZ Website	Have full page build-out by 11/30/17	Complete	PIO led a revamp of the Vision Zero homepage to provide links to events and partner websites. New homepage was launched on 6/30.
LPA-5 VZ Feedback Map	Publish map by 11/30/17	Complete	App was launched with redesigned website in late September 2018 on the Vision Zero website.

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Action Item	Due Date	Status	Notes
LPA-6 Ped Master Plan	Complete master plan by 11/1/2019	On-Going	The scope of work for the Pedestrian Master Plan was approved by the Planning Board in September 2019 with the plan due to be completed and approved in summer 2021. Public meetings sponsored by the Planning Department to kick-off the plan will be held in September and October. More at https://montgomeryplanning.org/planning/transportation/pedestrian-planning/pedestrian-master-plan/
LPA-7 Public Crash Data	Publish by 11/1/17	Complete	All 3 tables are published and updating weekly. MCPD added new fields to existing tables in May 2019 to provide more location data.
LPA-8 Improve Crash Data Collection	Start outreach by 11/30/17	On-Going	Currently MCPD has implemented training to address proper report writing within the academy classes as well as to audit reports for data entry errors. MSP has made some fields within the ACRS reports mandatory and some fields mandatory on dependencies to help in capturing all the relevant data per event.
LPA-9 Peer Collaboration	Start outreach by 12/1/17	Complete and On-Going	Montgomery County is a member of the Road to Zero coalition, works with the State as participants in Zero Deaths MD workgroups, and working with regional vision zero cohort.
LPA-10 Review Safety Programs	Release results by 11/1/2018	Complete	Reviewed safety programs in conjunction with Equity Task Force work. Task force recommended changes in practice and project prioritization that could lead to better resource allocation.
LPA-11 Municipalities	Complete initial outreach by 1/1/18	Complete	The County is working with Rockville and Takoma Park to discuss how the County can help build their Vision Zero plans. Continued outreach efforts will be conducted by the Vision Zero Coordinator
LPA-12 Research Partners	Reach out to potential research partners by 1/1/18	On-Going	The County does not have funds to pay for research, but is open to participating or being a living laboratory for researchers. The County will reach out to local partners to gauge interest.
LPA-13 Vehicle Procurement	Finalize policy by 11/1/2018	Behind Schedule, Not Started	This action item has been moved to 2020. Discussions with PRO and DGS-Fleet Management will start once the Vision Zero Coordinator position is filled.

Action Item	Due Date	Status	Notes
LPA-14 10-Year Plan	Start feedback sessions in January 2019 , complete by November 2019	Behind Schedule, Not Started	A one-year 2020 Action Plan will be released in December 2019 to bridge activities between the current Two-Year Plan and the Ten-Year Plan. Public outreach for building the long-term plan will start in March 2020.

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